GOVERNMENT OF INDIA
ENVIRONMENT AND FORESTS
LOK SABHA

STARRED QUESTION NO:43
ANSWERED ON:04.03.2002
MASHELKAR PANEL REPORT ON EMISSION NORMS
RENUKA CHOWDHURY

Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Government have received the Mashelkar Panel Report on emission norms;

(b) if so, the details of the main recommendations thereof;

(c) whether the Government have accepted the Panel report in toto;

(d) if not, the details of the recommendations accepted by the Government for implementation;

(e) the extent to which the Panel report is likely to satisfy the directions issued by the Hon`ble Supreme Court with regard to Vehicular traffic on Delhi roads; and

(f) the steps taken to implement and enforce the same indicating the time schedule laid down for achieving the targets fixed for various vehicular emission eco-norms in Delhi and other cities/towns?

Answer

THE MINISTER OF ENVIRONMENT AND FORESTS (SHRI T.R. BAALU)

(a),(b),(c),(d), (e) &(f) : A statement is laid on the Table of the House.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (f) OF THE LOK SABHA STARRED QUESTION NO. 43 TO BE ANSWERED ON 4TH MARCH, 2002 REGARDING MASHELKAR PANEL REPORT ON EMISSION NORMS

(a) Yes, Sir.

(b) The main recommendations made in the interim report of the Committee are:-

1. The Auto Fuel Policy should be based on targeted vehicular emission standards for various categories of vehicles, allowing use of different technologies and fuels, which can meet the emission standards.

2. In the developed world and elsewhere, vehicular emission standards and auto fuel quality necessary to meet the standards alone are prescribed, giving choice to the public, manufacturers, owners and operators of motor vehicles to choose the vehicle type and the fuel. The same policy be adopted for India.

3. The following roadmap for implementation of vehicular emission norms and auto fuel quality be followed:

(i) Bharat Stage-II norms which are in place in the four mega cities of Delhi, Mumbai,Kolkata and Chennai should be introduced in the other three mega cities of Bangalore, Hyderabad and Ahmedabad as early as possible but not later than the end of 2003.

(ii) Bharat Stage-II norms should be introduced in the entire country from 1st April 2005.

(iii) Euro-III equivalent emission norms for all categories of vehicles (excluding two andthree wheelers), detailed by the Committee, should be introduced in seven mega cities from 1st April 2005.

4. Low emission vehicles and the compatible fuels are not the only factors which would have a bearing on air quality. Other cost effective measures such as comprehensive inspection and certification system for in use vehicles with private sector participation, fitment of emission reduction devices in the existing vehicles, traffic management, construction of bye passes etc. should also be put in place.

5. Upgraded and additional emission testing facilities and establishment of surveillance and checking of emission warranty systems for new vehicles be set up.

6. To put in place the new emissions norms, substantial investments need to be made to produce appropriate quality fuel and the

vehicles. Preferential treatment to the oil and auto industry in matters relating to custom duty, excise duty, depreciation, soft loans etc. need to be provided.

7. In addition to petrol and diesel, Compressed Natural Gas (CNG) and Liquefied Petroleum Gas (LPG) are permitted to be used as auto fuels. The Government has further decided to blend ethanol with petrol. CNG, LPG and other alternative fuels need to be encouraged, giving the choice of fuel and vehicle technology to the customers. Any combination of fuel and vehicle technology, which meets the prescribed emission norms should be acceptable.

8. The fiscal regime applicable to the auto fuels should be directed towards achieving the economic pricing of various fuels, instead of presently prevailing distorted pricing. This would help in long term planning and supply of quality products.

(c) Yes, Sir.

(d) Does not arise.

(e) The Mashelkar Committee was constituted to recommend an Auto Fuel Policy and devise a road map for its implementation for the country and not exclusively for National Capital Territory (NCT) of Delhi. The Supreme Court has given certain directions to reduce vehicular pollution in the NCT and National Capital Region (NCR) of Delhi. Thus, the scope of the Committee`s recommendations and the Supreme Court`s directions is different.

(f) The recommendations of the Committee have been communicated to the concerned Ministries and the oil companies for implementation.

Moreover the final report of the Committee is due before the end of March, 2002. Further action would be taken after its receipt.